

Intimation.

Wm. Powell, Ltd.,

GENTS' OUTFITTERS

SPECIALISTS

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*Soft and Stiff
Dress Shirts*

DRESS GLOVES

DRESS TIES

DRESS SOCKS

ETC., ETC., ETC.

Wm. Powell, Ltd.

28, Queen's Road.

(Opposite Clock Tower.)

A LOOK INTO LLOYD'S.

AN EMPIRE IN ITSELF.

HUMBLE ORIGIN OF A WORLD-FAMOUS INSTITUTION.

One of the most surprising things in our City of many surprises is the ignorance of the average person who haunts its streets as to the location of Lloyd's—a colossal institution, literally of world-wide fame. Only a few days ago two gentlemen—probably from the Colonies—asked a news-vendor, who has stood daily for years within a hundred yards of the Royal Exchange, to direct them to "Lloyd's." The man suggested that they wanted "Lloyd's Bank" in Lombard Street, but on being told that Lloyd's shipping insurance office, and not a bank, was sought, he had to admit ignorance of any such place, though his pitch had lain almost within a stone's throw of its windows for at least two decades! There is a certain amount of excuse for this man, as the position of Lloyd's precludes any advertisement of its premises; yet, truth to tell, there is to-day many a frequenter of the City, claiming to be well-informed, who would be equally at a loss to assist enquirers. But let us seek the home of the glorious Corporation of Lloyd's, and perchance some reader may for the first time come to fully realize the immensity, the incalculable resources—and, withal, the romanticism—of an institution second to none in existence, now or at any time.

THE "CALLER."

Entering the spacious eastern portal of the Royal Exchange, we are confronted by a modest brass plate, inscribed "Lloyd's," with a hand pointing to our right. Following the direction we discover a couple of commonplace swing-doors, admitting to a wide staircase, which we proceed to mount, paying special attention to the warnings on the walls to "keep to the right," as disregard of this rule has not infrequently been visited somewhat roughly upon a delinquent. It may here be remarked that the two flights of stairs which have to be negotiated are exceedingly trying, and it strikes an outsider as a strange anomaly, in these days of the ubiquitous "lift," that no such convenience is provided for the many hundreds of members and visitors whose business takes them daily to Lloyd's. At the head of the stairs a stranger's progress is arrested by a narrow barrier guarded by a seated official garbed in flaming scarlet robes, whose vigilant eyes are ever open to detect intruders. But the rules of Lloyd's—unlike those of the Stock Exchange—allow a member to conduct a visitor or whosoever he will; hence the presence of a stranger in the "Room" provokes no comment amid a scene of noise and bustle, only inferior to that of the markets of the "House." Should the visitor be unaccompanied by a member, he gives the janitor the name of one he may wish to see, and this is repeated to the "caller"—standing in a veritable pulpit beneath a curved sounding-board with the great "Room"—who slowly chants the name, for all the world like a Roman priest intoning the liturgy, his muffled voice rising melodiously cadence above the ceaseless clamour, and penetrating to every corner of even the distant modern annex.

THE CAPTAINS' REGISTER.

Having obtained entrance to the "Room," the visitor must at once notice an ancient bell hung immediately above the "caller's" pulpit, and, in truth, this bell strikes a real note of romance, for its ringing always heralds the joyful news that a ship deemed lost has at length come safely into port, and it is the pleasant duty of the "caller" to announce such welcome tidings to the delighted throng surging around him. Near by, on a stand against the wall, we find the tragic "Loss Book," which records exactly the fate of every lost ship, as news comes in; and, although underwriters approach it always with trepidation, it is ever their proud boast that they have schooled themselves to betray by no movement of their features the anguish which may be caused by a single glance into this fatal volume. The "Chamber of Horrors" next claims our attention, for here all the telegrams reporting casualties—either total losses—are displayed, and an anxious group may generally be found scanning the scrawled words which mean so much to some of them, while others near by are eagerly consulting the notices—called "postings"—of vessels missing or overdue. And now let us approach the "Captains' Register." On one side of the "Room" there is ranged a row of huge books, labelled alphabetically, giving the name and record—of each ship he has commanded—of every British skipper; his heroisms, his misfortunes—ay, and his delinquencies—all faithfully set down for the benefit of the men of Lloyd's, whose very fortunes depend upon the skill and resource of these navigators who sail the ships of the Mistress of the Seas.

EARLY DAYS.

On the other side of the room there is also a row of great volumes, and these record the latest spot—with date and hour—on which any given ship has been sighted, practically down to the moment the books are consulted, and surely the knowledge of this marvellous achievement alone must give to the public some idea of the amazing enterprise and organization which have made Lloyd's a wonder, not only of our Empire, but of all the world. Yet, what was its origin? Humble, indeed! But, as great rivers often trace their sources to the smallest rivulets, so this mighty institution springs from the lowly origin of a sailors' coffee-house, which stood in Tower Street towards the close of the seventeenth century, first made famous by Steele in the "Tatler," and later by Addison in the "Spectator." Here its proprietor, Edward Lloyd, established quite a connection of correspondents, who wrote from the principal ports of the world, and whose letters, giving the movements of many vessels, and other interesting information formed a strong attraction to the casual customers of the house, ultimately laying the foundation of "Lloyd's News," first published in 1696, three times a week, and this sheet was the actual

progenitor of "Lloyd's List" of to-day. A complete file of "Lloyd's News" does not exist, but the Bodleian Library contains all but the first seven numbers; still, the present "Lloyd's List" can proudly claim to be the oldest newspaper in existence, with the single exception of the "London Gazette," which dates from 1665. LLOYD'S COMES INTO ITS KINGDOM. It gradually became the custom at "Lloyd's Coffee House" to lay wagers on the ultimate safety of ships about which news was periodically received, and this would appear to have been one of the many excuses for speculation engendered by the "South Sea Bubble." But, what was at first deemed gambling, the wiser habits slowly discovered to be sound and legitimate business; so in time the coffee-house was recognized as the centre of a new industry, or, rather, profession—marine insurance. And its success eventually necessitated fresh quarters, which were found first in Abchurch Lane, then in Pope's Head Alley, and later still in the old Royal Exchange—at a rental of £180 per annum! But it was after the destruction of that building in 1838, and the erection of the present magnificent edifice in 1844, that Lloyd's really came into its kingdom.

"LA LUTINE."

There are many curiosities exhibited at Lloyd's which must be of absorbing interest to all who have the least love and respect for the Old World. In the Committee Room the eye is at once caught by a framed, time-stained document hanging on the wall and, lo! we are looking at the oldest policy in the possession of Lloyd's, and dated 1680. In the secretary's office are displayed the policy on the life of the great Napoleon, and also the autograph letter of the "Iron Duke" in his capacity as Warden of the Channel Ports. Here also we find the table and chair constructed out of the rudder of the historic and ill-fated "La Lutine," which sank on the Dutch coast in 1799 with over a million pounds' worth of specie, of which some ninety-nine thousand was saved in 1859, when the vessel was located on the shoals of the Zuy der Zee—sixty years after she had foundered. And, marvel of marvels, on this very day a company is being formed to attempt the salvage of the remaining treasure supposed to be still in her cargo—wave-washed and held!

"THE CAPTAINS' ROOM."

Before closing this slight sketch of one of the jewels in the crown of London's commerce, it would be well to refer to that little door opposite the Bank of England, whose faithful blazon the words, "Captains' Room." Here, in years gone by, came many a skipper to report his adventurous voyages, but to-day it gives admittance to other, and generally kinder, visitors. For here come the mothers and sisters of sailors and passengers whose boats have been reported overdue in the newspapers, strong in their faith that Lloyd's will give them every clue to that safety they are praying for. And their confidence is never misplaced, for the kind-hearted officials are always ready to foster every fond hope which facts warrant; but, alas! it is too often their thankless duty to break news to anxious visitors which must cause tears and not seldom heart-break.

"AN EMPIRE IN ITSELF."

Such, then, is the gigantic institution which is doing its work, day by day in the Great City—practically unknown to the multitude. Yet it may be called an "Empire in itself," as the biographer of one of its most famous members once wrote; and he proceeded—"an Empire which, in point of commercial sway, variety of powers and unfathomed resources, gives laws to the trading part of the universe; and, if combining its authority with the great mass of business below" (the Royal Exchange); "there is not a place upon the face of the earth that can vie with this palladium of British merchandise." And who would cavil at his judgment?—"City's paragon" in *The Financier*.

SHANGHAI'S FINANCIAL SITUATION.

The *Shanghai Times*, of 17th inst., says—The Victory of the Lung Kiang Province has wired to the Shanghai Taotai, His Hon. Liu Yen-yi, to the effect that he has received a message from the Grand Council saying that owing to the failure of certain Chinese bank the Shanghai market is suffering from a acute financial crisis and as it is a matter of far-reaching importance he and the Governor of Kiangsu are ordered by Imperial Edict to devise means—to assist the market and to report to the Throne on the situation. Since the receipt of the said message he has been consulting with H.E. Cheng Te-chuan, and they have now telegraphically memorialized the Emperor submitting certain proposals and praying for leave to carry them out. The

Taotai is requested to publish this for the information of the public, so as to ease the minds of the people.

His Honour Liu Yen-yi is of opinion that the present crisis is entirely due to gambling in differences and intends to suppress buying and selling forward in future.

The Yuen Feng-yun Bank has wired to the Governor of Chekiang asking for time for making repayment of the public funds belonging to that province. The telegram says that the bank has many branches all over China and the amount of its assets and liabilities, which just about balance, is enormous. Owing to the financial crisis in Shanghai it can not collect its debts, while depositors are withdrawing their deposits. The proprietor has put in his whole fortune, amounting to over three million taels, in order to save the bank, but this amount will only serve for the inevitable disaster for three months. Under these circumstances the only course now is to suspend payment and to settle up the affairs of the bank.

We understand that arrangements were completed on Saturday last for another loan of £15,000,000 on valuable securities from a foreign bank. This will be an additional help in relieving the stringency of the market.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHENWAN, TOMES & CO., General Managers.
HONGKONG, 10th March, 1908.

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by A. CHER & CO.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

HONGKONG, 1st June, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
40, QUEEN'S ROAD CENTRAL.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., writes as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.,

31st May, 1897.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED

HONGKONG, 8th August, 1907



TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES PROPRIETAIRES.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial of purest and faultless preparation. To be taken on a lump of sugar. COMPAGNIE VIN SAINT-RAPHAEL, Valence (Drôme-France). CALDERON MACGREGOR & Co., Hongkong.

HONGKONG AVERAGE MARKET PRICES.

Corrected 20th Oct., 1910, 100 cts. per \$ Max

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mel Lung Pa	20
" Corned—Ham Ngau Yuk	22
" Roast—Shiu	22
" Breast—Ngau Lam	15
" Soup, Tong Yuk	20
" Steak—Ngau Yuk Pa	22
" Sirloin—Ngau Lam	20
" Sausages—Ngau Yuk Chuan	20
Ballock's Brains—Know—per set	9
" Tongue fresh—Ngau Li—each	50
" Corned—Ham Ngau Li—each	50
" Head—Ngau Tau	85
" Heart—Ngau Sum—per lb	12
" Ham, Salt—Ngau Kia	12
" Feet—Ngau Kook	8
" Kidneys—Ngau Yid	9
" Tail—Ngau Mei	12
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	6
Calver's Head and Feet—Ngau-chai-tau-kook—each	51.00
Mutton Chop—Yeung Fai Kwat	22
" Leg—Yeung Fai	22
" Shoulder—Yeung Shan	20
Pigs' Chills—Chi cheong	22
" Brains—Chi Kook—per set	24
" Feet—Chi Kook	12
" Fry—Chi Chak	25
" Head—Chi Tau	15
" Heart—Chi Sum	12
" Kidneys—Chi Yiu	12
" Liver—Chi Kon	12
Pork Chop—Chi Pak Kwat	20
" Corned—Ham Chu Yuk	—
" Fat or Lard—Chu Yau	15
Sheep's Head and Feet—Yeung Tau	22
" Kook—Yeung Sum—each	12
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	9
" Liver—Yeung Yiu	12
Sucking Pig, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	22
" Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	22
" Sausages—Ngau Chai Yuk Tong	22

POULTRY.

Chicken—Kai Chai	28
Capon, Large, Small—Shi Kai	28
Ducks—Ap	22
Doves—Fan Kan	18
Eggs, Hen—Kai Tan	24
Fowls, Canton—Kai	24
" Hainan—Hoi Nam Kai	28
Geese—Nga	25
Goose, Wild Shanghai—Sheng Hoi Ye	—
" Nga	—
Musk Deer—Wong Keng	—
Hare—Yu Chai	—
Partridge—Che Khoo	70
Pheasant—Shan Kai	5.75
Pigeons, Canton—Pak Kup	30
" Hoihow—Hoihow Pak Kup	24
Quail—Um Chai	18
Rice Birds—Wo Fa Cheuk	20
Snipe—Sa Chai	25
Turkeys, Cock—Fo Kai Kung	60
" Hen—Na	45
Wild Ducks, Shanghai, Sol-up	—
Teal, Shanghai, Sol Ap Chai	90
Wild Ducks Canton—Sang Shing Sol Ap	—

FISH.

Barbel—Ka Yu	9
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Bin Yu	15
Carp—Li Yu	18
Catfish—Chik Yu	17
Codfish—Mau Yu	17
Grabs—Hal	18
Gutless Fish—Mok Yu	14
Dab—Sa Mang Yu	15
Dace—Wong Mei Lun	10
Dog Fish—Tui Yu	8
Kels, Gouger—Hal Man Yu	16
" Fresh water—Tam Sol Yu	15
" Yellow—Wong Sin	28
Frogs—Tian Kai	28
Grouper—Sak Pan	45
Gudgeon—Pak Kup Yu	10
Herring—Tio Pak	17
Halibut—Cheung Kwai Yu	24
Labrus—Wong Fa Yu	15
Loach—Wu Yu	22
Lobsters—Lung Ho	22
Mackerel—Chi Yu	20
Milk Fish—Mau Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoi	20
Parrotfish—Kai Kung Yu	16
Perch—Tau Loo	15
Pike—Fa Pau Pong	28
Plaice—Pan Yu	20
Pomfret, Black—Hak Cheung	20
Pomfret, White—Pak Cheung	24
Prawns—Ming Ha	48
Ray—Fai Pa Yu	20
Rock Fish—Sak Kung	10
Roach—Chai Yu	15
Silurus, (Ussu), fresh water—Ma Yu	—
Shrimp—Chai Yu	—

Shark—Sa Yu	28
Skate—Po Yu	10
Shrimps—Ha	22
Snapper—Lap Yu	24
Soles—Tat Sa Yu	20
Tench—Wan Yu	18
Turbot—Choi How Yu	20
Turtles, small, fresh water—Kook Yu	50
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau	25
Apples, (California)—Kam San Ping	20
" (Chiao)—Yin Chuan Ping	15
" Small—Hoi Tong	6
" Custard—Fai Lai Chai	—
Bananas, fragrant, Canton—Sang Sheng	3
" Hong Kong, China	4
" (brides), Macao—San Heng Chai	4
Cherries, Chinese—Fong Lut	12
Carambola—Yeung To	9
Cocoanuts—Yeh Tai	14
Grapes—Shi Tai Tai	24
Lemons, China—Ning Moon	6
" Amer.—Kum San Ning Moon	6
Licenses, Small Stone—Lai Oi Con	25
" Fresh, Lai Chai	—
Limes, (Salmon)—Sal Kung Ning	6
" Moon	18
Mango, Manila—Lui Sung Moon	18
" Mango, Saigon—Sal Kung Moon	—
" Mangosteen, San Chuk Tai per doz	6
Oranges, Tim Ching	6
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	—
Passion Fruit	—
Pears, (American)—Kam San Shui Li	10
" (Canton), Coking—Sa Li	7
Peanuts—Fa Sang	10
Perlimmona, Large—Hung Chai	7
Pine-apples, 1st quality—Sheng Poon	8
" 2nd quality—Sheng Poon	8
" and cooking—Chung tang	—
" Paw-law	—
Platanos—Tai Chai	3
Pineapple, Swatow—Hung Lal	10
Pumelo, Siam—Chim Lo Yau	14
Walnuts, Hop-Ton	—
" Green—Sang Hop Ton	—
Shanghai Lo Kwai	—

GETABLES, &c.

Artichokes, (French)—Sheng Hoi Ah	8
Chai Chai	—
Beans, (French) Macao—Oh Moon Pin	14
Tau	14
Beans, (French), Shanghai—Sheng Hoi	10
Pio Tau	10
Beans, Sprout—Ah Chai	3
Beans, Long—Tau Koh	7
Beet Root—Hung Chai Tau	8
Brinjals, Green—Cheung Yuen Kar	4
Brinjals, Red—Hung Kar	6
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Choy	3
Cabbage, Red—Kai Lan Tan	each
Cabbage, (Shanghai)—Yeh Hoi	10
Cassia Root, bunch—Kau Shui	3
Cauliflower, Large size—Tai Yeh Chai	—
Fa	—
Cauliflower, Medium size—Cheung Yeh	—
Choi-fa	—
Cauliflower, Small size—Sal Yeh Chai-fa	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Chai	—
Celery, White—Pak Yeung Kan Chai	—
Chillies, Dried—Con Lat Chai	6
Red—Hong Fa	6
Green—Cheung Lat Chai	6
Curry Stuff, Megilak—Ka Lee Chai	8
Cucumbers—Cheung Kwa	3
Blister Squash—Fa Kwa	14
Garlic—Suen Tau	7
Ginger, young—Sui Tai Keung	5
old—Lo Keung	4
Horse Radish, Shanghai—Lik Kan	20
Indian Corn—Sak Mai	—
Lettuce—Yeung Sang Chai	each
Water Chestnuts—Ma Tai	5
Mandarin—Kwai Lum Ma Tai	8
Musk Melon	—
Mushrooms, fresh—Sang Chai Kho	32
Onions, Bombay—Yeung Chung Tau	7
Green—Sang Chung	4
Shai—Sheng Hoi Chung Tau	3
Japan—Yat Poon	—
Okra—Mo Kai	8
Parley, English—Yeung Un Sai	10
Green Peas—Cheung Tau	10
Potatoes, Sweet—Fan Shu	8
Shanghai—Sheng Hoi Shu	—
Tai	—
Japan—Yat Poon Shu Tai	—
American—Fa Ki	8
Foochow—Fok Chau Shu Tai	—
Macao—Oh Moon	—
Pumpkin—Toong Kwa	—
Radish—Hung Lo Pak Tai	1
Rhubarb	—
Shallots—Con Chung Tau	8
Spinage (Chinese)—Faw Chai	—
Splanch—Yin Chai	5
Tomatoes—Fan Kai	5
Taro—Wa Tau	22
Turnips, Pot-It (Long)—Low Pak	3
English—Low Pak Pak place	—
Vegetable Marrow—Chai Kwa	1
Water Cresses—Sal Yeung Chai	—
Culipot—Lau Kok	—
Lily Roots—Liu Ngai	—
Yams—Tai Shu	5
Sago	—
per bundle	5

The prices necessarily vary from day to day,
and the Haulier Board has no power to compel
smallholders to sell at the prices quoted.

WILSON ROWLAND

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLICITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

IMPORTANT

NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands "SUPREME" and "LILY" to suit the taste of everyone. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG & CHINA SHOE FACTORY, LTD.

Works: 98 and 99, Praya East, Office and Showroom: 33 and 35, Des Vaux Road, Central, a few doors from new Post Office.

Hongkong, 20th October, 1910.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

When any business communication should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 21, 1910.

NEW TERRITORIES ADMINISTRATION.

It is in no spirit of criticism of the admirably efficient government of the New Territory, or of the officials of this Colony, who, as His Excellency Sir Henry May truly said yesterday, are as good as the District Officers in India, and are drawn from exactly the same class (which is to say that they belong to a capable and conscientious body of men as any in the world) that we regret the loss of the Hon. Mr. Murray Stewart's amendment in the discussion on the New Territories Administration Ordinance. The Hon. member of Council who represents the Justices of the Peace is admitted by everyone including ourselves, even when we have times to disagree with him, to be one of the most public-spirited and thoughtful unofficial members who have ever worked for the interests of Hongkong in the Legislative Council. It has been said of him that he is a stark and dur fighter, and we wish that he had had more support yesterday, in a contention which he sustained with arguments couched in terms of the most careful restraint and moderation, arguments which even His Excellency's incisive powers of debate do not seem to have overthrown. Mr. Murray Stewart pointed out that clause 6 of the Ordinance empowers the Governor-in-Council to make rules for the farming out or licensing for revenue purposes in the New Territories the right to sell, manufacture or otherwise deal in spirits, opium, salt, or any other commodity whatever. It also enables him to make rules for the levying, collection, recovery by legal proceedings, etc., in his absolute discretion. Clause 7 provides that such rules shall be published in the Gazette. Mr. Murray Stewart objected, and very properly objected, that the powers thus given to the Governor-in-Council to make regulations affecting the liberties and the taxation of the subjects of the King in the New Territories from time to time as he may think fit are altogether too wide. His amendment suggested that, instead of being empowered arbitrarily to levy taxes and farm the various manufactures under regulations which should for the first time see the light by being published in the Gazette, the Governor should have to lay all such regulations on the table of the Legislative Council. The attention not only of the members of Council but of the public would thus without doubt be drawn, and criticism, if necessary, be directed to them, far more effectively than if they were merely published in the Gazette. And Mr. Murray Stewart added that this was not the first time that this same request had been made by unofficial members. The only point made in reply was that any rules affecting the New Territories likely to be made by the Governor-in-Council were "twopenny halfpenny" regulations which did not need more red tape, more delay and more hindering of the administration, such as small rules with regard to kerosene oil licences and the like. An appeal that the Council should not have such details and such trifling matters foisted upon it, especially at a time when the Legislative Council evidently needed, or intended to take, a rest, was a telling argument of hortatory nature. The Hon. Mr. Osborne, supporting the amendment, pointed out that the powers given to the Governor-in-Council were not twopenny halfpenny at all, and he urged the unofficial members to fight for the principle of having regulations made by the Governor-in-Council first approved by the Council. We see no answer to Mr. Murray Stewart's argument that the power given to farm out, licence for revenue purposes, sell the right to manufacture or deal in certain things, etc., is far from trifling, and is in fact a power to impose taxation. Also for the unofficial members of Council! The argument of hortatory nature, the appeal not to have the Council bothered with more work than was absolutely necessary, justified the attitude and deliberate mind that made it, for the amendment, though ably fought for by Mr. Murray Stewart and Mr. Osborne, was lost. We do not follow Mr. Murray Stewart when he says that he is not opposed to absolutism per se. We certainly are opposed to it per se, and are convinced that Mr. Murray Stewart is so as well, as much as we are, and more, if that were possible. There is only one absolutism per se against which, in principle, opposition is absurd, and that is the Government of Divine Providence. When, however, Mr. Stewart proceeds to point out that there are times and seasons when absolutism is a very excellent form of government, and that we are all absolutists in time of trouble, we are heartily in agreement with him. A dictator must be appointed sometimes. It is a disagreeable necessity to have to resort to such an appointment, and the duty of filling it must be tolerably disagreeable. We have seen no good and sufficient reason for not relieving, by Mr. Murray Stewart's amendment, the Governor-in-Council of some portion of his disagreeable dictatorial duties.

THE INDO-CHINESE OPIUM TRAFFIC.

As we published on page 3 of Wednesday's issue, the two Archbishops of the Church of England the Archbishop of Dublin and the Bishop of Armagh, together with the chiefs of about fifteen distinct religions and about twenty separate organizations, are appealing to all the churches and chapels under their control throughout the world to join in action for the purpose of releasing China from her Treaty obligation concerning opium, and for terminating the connection of the Indian Government with the opium export trade. This is, of course, making what really is an economic more than a moral question into a matter of religion, and we cannot therefore but regret the action of the Archbishops, who have allowed their zeal to exceed their careful discretion which usually characterizes the actions of the cautious and learned leaders of the clergy of the Church of England. These pious and well-intentioned prelates overlook every consideration of reason and prudence in urging our Government to do more than it has done, and is doing in the suppression of the opium trade in opium from India to China. In order not to disorganize the trade and finances of a great portion of the Empire, and not to ruin the fiscal revenue, an arrangement was made, and agreed to by the Government of India, that under certain conditions an annual proportionate reduction should be made in the amount of opium exported from India and at the rate of calculation agreed upon, the amount was to be limited in 1907 to 55,800 chests. The amount shown by the Chinese Customs returns to have been imported to China in 1909 only came to 42,453 chests, which is much less than the limit agreed upon, although as a matter of fact it exceeded the amount imported the previous year, which was also within the prescribed quantity. The stipulated amount for 1910 is 57,700 chests. As in many parts of China there has been a diminution in poppy cultivation, the Indian Government, which originally only consented to the diminished export from India on the condition that China should restrict her own production, has not refused to extend the yearly diminution of one tenth up to ten years, when of course the export will cease. This is a short, a very short, time in which to enable the Government of India to recover from the sudden loss to her revenue of millions of rupees every year. China herself is unopposed for too sudden a change, and we are confident that the result of suddenly terminating the Indian import into China would be followed by renewed increase in the growth of the poppy in China and by many most undesirable abuses. The Chinese anti-opium societies, which consist very largely of quite young men, many of them still in their pupillage are no doubt very much in earnest, and they are certainly doing much good in preventing the spread of the habit of opium smoking. But we do not believe in the sincerity of a large portion of the mandarinate nor in that of an immense section of the population in attempting to abolish the growth of and the lucrative trade in the native drug. Let India continue steadily to reduce her output until in seven years from the end of 1910 it ceases altogether. It will be interesting to note how much opium is being produced in China (a) at the close of all importation of Indian opium; (b) at the end of, say, two years later. The pious and learned prelates of Canterbury and York enjoy the respect of every right-minded Englishman. They represent England's acknowledgment of the Divine Authority of the Universe and of His government of the World, and of the Christian Revelation. It is a matter of surprise to us, as we have hinted above, that they should have failed to perceive that the Government of India, pressed by the Imperial Government, did more than could be expected of it in consenting to beggar the Bengal revenue and wreck their finances in the name of morality, and to tax the genius of the ablest administrators in the world in an endeavour to devise plans to save their finances in so short a period as ten years. We would suggest that the sixteen religions which are making this

a matter of conscience should prove their sincerity. If India were to stop the opium export at the end of this year, what would be the loss to her for the next seven years? The calculation is not easy, and we invite our mathematical contributor the "Triangle" to attempt it. For there are indirect as well as direct losses. Let all these various religious bodies calculate the total amount, and then make a grand subscription among their adherents all over the world, to enable India instantly to terminate her connection with the trade in opium. This would be a valuable contribution to the future history of our times, and would be a wonderful proof of the entire sincerity and self-sacrificing zeal of the so-called "free Churches," as well as of the Church of England. With the aid of the sum thus provided, India should be able to find some way out of what looks like an impasse and should be able to begin a new era of prosperity among her poverty-stricken ryots and labouring millions, unstained by any taint of a trade which most of its Exeter-Hall opponents call a "traffic." There is something about the word "traffic," we cannot imagine why, which has the effect of conveying a singularly unpleasant impression. It sounds as if a really Christian man may engage in a trade, but not in a "traffic"—oh, never! This grand subscription of all the Churches and congregations throughout the Empire would be a fine object-lesson for the Chinese. The more we think of it the more firmly does our conviction increase that thus, and thus only, is the stain of any English connection with the opium "traffic" to be severed for ever, and thus only can we deliver our poor brethren in India from enjoying the advantage of existence by means of a revenue derived from such a source. In the meantime we read with mixed feelings, one of which is deep regret, that other vices are replacing opium-smoking, some of them far more terrible in their effects. For example, H. B. M. Consul at Swatow in his last yearly report writes of the increase of morphine injection among the natives. This habit is incomparably more hurtful than that of opium-smoking, and is far more difficult to detect and prevent. Such a state of things is really very alarming, when taken in conjunction with the fact that elsewhere, it is said, the same vice is increasing, and that alcoholic drink, which has hitherto not been one of China's curses, is now beginning to replace the opium pipe. The consumption of opium in moderation is possible and is usual among the Chinese; most of those who use it being able to work well and thrive. And the opium-smoker, even the immediate smoker, is not a danger to others. But alcohol is quite another thing. We have never known any good come of alcohol drinking by Chinese, and we have never known a Chinese drinker who was not dangerous or otherwise detestably objectionable. We earnestly hope that the devil of drink will not come to China from Europe to afflict the already sufficiently afflicted sons of Han.

THE HEGEMONY OF THE FAR EAST.

One of the most amusing cartoons we have ever seen was published not long ago by our contemporary the *National Review* of Shanghai. It was suggested by a well-known advertisement of a great firm which manufactures extract of beef. In this cartoon a Japanese coffee is seen riding a huge buffalo labelled "China." On the ground is a wee pot labelled "Korea," and the buffalo, with tears dropping from its eyes, is bending its head sorrowfully over it, saying "Alas, my poor brother!" It was impossible not to laugh at it, though it suggests some very serious reflections. Rightly or wrongly, justly or unjustly, our Chinese neighbours harbour a strong distrust of the Japanese and their activity in China. This feeling is so active that it is the real cause of the most conservative Chinese officials, and even of the Imperial Princes and clansmen, being forced to consent to make changes and reforms which only a few years ago they would have resisted tooth and nail. After, of course, quite interested friends of China, viz. Russia, France, and Germany had convinced her, smiting from the wounds of the war of 1894, that they could and would hold Japan in check, at least for the present, the rulers of China, who had been rudely awakened and horribly frightened, settled down to go to sleep again. Li Hung Chang's consummate diplomacy satisfied them that European jealousies and misunderstandings were a better protection for China than all the reform in the world. The result of the Boxer trouble, useless and disgraceful to the squabbling nations of Europe, calamitous to the Empire in general and satisfactory not even to the Court which escaped the punishment it so richly deserved, only strengthened this belief in the eyes of the ruling clique in Peking. It was really only when the results of China of Russia's *Amur* began to be felt, that the rulers of China realized, once for all, that reliance on European protection against Japan was futile, and was truly in what did not exist, and as far as anyone could see, would never exist again. The Chinese Empire and the Chinese race must find their own salvation for themselves. When Greece divided into little

States each heartily hating every other, it was not difficult for Philip of Macedonia to secure the hegemony of the whole Peninsula. If the Provinces of China had been united in their resistance to Manchorian aggression, Tai Tsung would never have conquered China. On his accession Alexander found himself at the head of a veteran army, and with all Greece at his feet. The huge empire of Persia, as large but not as populous as China, was divided as China is into various Provinces ruled by Viceroys appointed by the Great King, as we should say, Emperor, and inhabited by races similar to each other, but speaking different languages, though Persian was the Court and official language. Macedonia and Greece made short work of all that. The lessons of European history are paralleled by those of Asiatic records of the past. The Chinese do well to remember that a large Empire divided into various Provinces and languages is apt to fall a prey to an active and ambitious neighbour. On the thoroughness and whole-heartedness with which they wield their various forces together depends their future existence as an independent nation. The responsibility of the coming generation will be so great that it would tax the power of restraint and the sense of duty of a nation trained in political science. The conditions under which Japan rose to be the first military power in Asia were so different from those under which China is endeavouring to recover her lost greatness, that it should not be necessary to point out that it is impossible to argue from one to the other and to derive lessons for China's instruction from Japan's success. The Japanese had a personal loyalty and a political faith. The majority of Chinese are not noted for their personal loyalty to the present dynasty, which is upheld solely by political necessity. A French author has said that if there had not existed any god we should have had to invent one; as there is no possible substitute for the Chinese will have to develop sentiments of loyalty to the ruling dynasty. A Chinese republic would be so tragic a farce that no European who has any liking for the many great qualities of the Chinese could laugh at it. But the Japanese would laugh. They would have reason to.

LOCAL AND GENERAL.

The German Mail of the 21st September was delivered in London on 20th inst.

Cyprus and Mrs. Fugate will be "At Home" on Thursday, 3rd November, from 4.30 to 6.30 p.m. at 19, Macdonnell Road, in honour of His Imperial Japanese Majesty's birthday.

We have received a couple of writing pads from Messrs. Arnold, Karberg and Co. advertising G. H. Mumm and Co.'s well-known brand of champagne.

INSTALMENTS INCREASED.

A DEFENDANT WHO PAID 69 FAR BANI FOR FIVE YEARS.

Before Mr. Justice Halliday, Acting Judge, at the Summary Court this morning, Mr. J. H. Gardiner mentioned a judgment which he had recently delivered against Wong Kung Fat, a clerk, for money borrowed on a promissory note. Mr. Gardiner said the reason why he resisted the case was because the judgment in question directed the defendant to pay instalments of \$5 monthly until another judgment for \$15 a month had been satisfied. That judgment had now been paid off and the defendant was now in a position to pay more than \$10 a month. The defendant occupied a good position in a local firm.

His Lordship (To the defendant)—How much can you pay?

Defendant—I get \$40 a month and I have to pay \$30 a month on judgments.

Mr. Gardiner—The \$10 is not a judgment.

His Lordship—Whether it is a judgment or not he has to pay the money all the same.

(To the defendant)—How much commission do you get?

Defendant—No commission. I used to be fore.

Mr. Gardiner—Surely he gets more than that?

His Lordship—Do you get only \$40?

His Lordship—Not a cent more?

Defendant—No. You may inquire outside. I have been paying interest since 1906 and I have to support my family on my salary.

His Lordship—Why did you get yourself into this trouble? You hold a very good position for a Chinaman.

His Lordship made an order increasing the instalment by \$10.

Another action against the same defendant was mentioned. The plaintiff in the case was O. L. A. Mohideen, an Indian, who claimed the sum of \$1,000 for money lent.

Defendant consented to judgment.

Mr. Gardiner asked for \$30 a month, with liberty to apply for an increase when the other judgment will have been satisfied.

Defendant at this point stated that he owed Messrs. Wilkinson and Grist \$50.

Mr. Gardiner—He'll be in a better position. He'll have no interest to pay.

An order was made for \$15 a month.

PORTUGUESE BANK NOTES.

DISCOUNTED BY CHINESE MONEY CHANGERS.

A rumour was prevalent this afternoon that Macao notes were being refused by the Chinese money-changers and Chinese banks in Hongkong. We are glad to be able to say that Macao notes are still at their face value, and will be accepted by many of the money-changers and Chinese bankers at the ordinary rate. We instantly ascertained the exact truth on hearing the rumour, and we find that Messrs. Aratoon V. Apar and Co. agents for the Banco Nacional Ultramarino in Hongkong, will take the notes of the latter in the usual way. A number of Chinese bankers and money-changers are evidently trying to "grab" our neighbour's credit by accepting the notes only at a heavy discount. Generally speaking, Macao notes are still unaffected by any other than a purely artificial crisis, created by a few money-changers for their own gain. Messrs. Apar's assurance is final in a matter of this kind, and should satisfy any who have been caused uneasiness by the word of the money-changers.

MATRIMONIAL TROUBLES.

SEPARATION ORDER CASE AT THE MAGISTRACY.

Before Mr. J. R. Wood at the Magistracy this afternoon, the case was continued in which a young Chinese married woman sought for a separation order on the ground of alleged cruelty and ill-treatment. Mr. L. d'Almeida appeared for the complainant and Mr. G. K. Brutton, of Messrs. Brutton and Heit, represented the defendant. Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, watched the case on behalf of defendant's father, Mr. Um Li King.

Mr. Almeida stated that the complainant was prepared to withdraw the proceedings if an allowance was made.

Mr. Brutton contended that certain behaviour by the parties subsequent to the quarrel amounted to the wife's restoration to her husband and therefore the charges complained of were condoned. Criminal cohabitation had passed between the parties and the complainant was now willing to go back to her husband on condition that she was provided with a suitable house and an allowance of \$15 a month, and that the defendant should undertake not to molest the complainant. Mr. Brutton then proceeded to quote the leading case on this subject and laid down the law of condonation. He submitted that if there was condonation in that case, then it was an absolute bar to the action. The case was in the nature of divorce proceedings.

His Worship stated that if after hearing the evidence he was satisfied that there was no cruelty, he would dismiss the case.

Mr. Brutton explained that he wished to prevent evidence being taken.

His Worship adhered to his decision.

The father of complainant's husband stated that the couple lived together in his house for several months after their marriage. He did not remember having to intermeddle in their quarrels during that time. The complainant never complained to him of cruelty on the part of her husband. He never saw them in the act of quarrelling.

Mr. Almeida—Do you mean to say that you didn't know why the complainant left the house?

Mr. Brutton—He's cross-examining his own witness.

His Worship disallowed the objection.

Mr. Brutton—It would have been the wife's duty to complain to you as head of the house?

Witness—According to Chinese custom, yes. She never did it—No.

Dr. Karl Justigive medical evidence. Witness remembered examining the complainant in January last and found her suffering from acute venereal disease.

A Chinese amah formerly in the employ of complainant spoke to seeing a quarrel between the parties, during which she heard defendant say "Are you going to give it or not? Defendant then chased his wife and I seized her by the hair."

The case was adjourned to 11th inst.

DESERPTION FROM "EMPEROR OF CHINA."

CHINESE STEAMER SENT TO PRISON.

Before Commander Basil Taylor, R.N. Marine Magistrate, this morning, W. E. Willet, purser of the British steamship *Emperor of China*, prosecuted Chong Su, stoker of the above ship, for deserting from the ship at Vancouver on the 24th May last.

Prosecutor stated that, on the 24th May defendant deserted from the ship at Vancouver. He had no permission to go ashore. No Chinese are allowed to go on shore at Vancouver. The ship sailed the following day, after the police and Customs had been apprised of the desertion. Defendant was apprehended by the police and was put on board the ship before leaving on the last voyage. No prosecution took place in Vancouver. There was \$13.50 (Mex) due to defendant now; this comprised his wages for the period from the date of signing on here till the date of desertion. There were no deductions and no advance.

Defendant alleged that the fourth engineer struck him severely, so he left the ship. He did not complain to anyone.

His Worship found defendant guilty of desertion, and forfeited all wages due to him, and a sentence of six weeks' hard labour was imposed.

THE Chinese crew of the launch *Hanang*, which arrived from Hongkong yesterday, reports the *Atlantis* Cabiniers of 10th inst. were in pretty bad shape when the vessel was boarded by the customs officials yesterday. It took the 17-ton craft six and a half days to cross the China Sea during which time they encountered heavy seas, and ran out of provisions. Their water had given out 24 hours before they reached Manila, and a few days more at sea would have killed the plucky little.

THE AMERICAN BUSINESS DELEGATES.

ARRIVAL IN HONGKONG.

The members of the Associated Chamber of Commerce of the Pacific Coast, who, in response to an invitation extended by the Chinese commercial bodies in China, are visiting this part of the world on a commercial mission, arrived by the s.s. *Hampshire* yesterday afternoon. The party left San Francisco by the s.s. *Korea* on the 23rd August last and includes representatives of the Chambers of Commerce of that city, Oakland, Los Angeles, San Diego, Portland, Seattle, Tacoma and Spokane. On the way to the Orient a few representatives were picked up at Honolulu.

OBJECT OF THE MISSION.

When at Shanghai a member of the party explained the object of the mission to the local Times. Mr. Willis H. Booth explained that the journey in which he and his associates were engaged was not quite a pleasure trip, although their entertainers did their level best to invest it with that aspect. When they joined the *Korea* at San Francisco they had no definite plan formulated as to the way in which they were to proceed, all they knew being that they had to endeavour to ascertain in what way commercial relations between China and America might best be fostered and developed, or, in other words, how each country might best endeavour to supply the commercial needs of the other. With this object in view each member of the party took up a special subject of study and proceeded with its investigation as best he could with the limited sources of information at his disposal. In this way they learned at least what they had to ask about by the time they reached China, and with all the facilities that were being placed at their disposal here they were confident of being able to prepare very valuable reports by the time they returned to America. For the rest, they were simply charmed with their hosts and entertainers here, and were quite sure that their visit to China would be a really memorable experience.

MEMBERSHIP OF THE PARTY.

The membership of the party was limited to about fifty, including the wives of some of the executives. According to the itinerary, as originally mapped out, the party will, after arriving at Shanghai on September 16th, visit twenty-two cities in China. Each will be under the representatives of the Chinese commercial bodies, and every opportunity will be given the visitors to study commercial and other conditions as they exist in the Chinese Empire. The scope of inspection will also be broadened by assistance which will be given by the consular representatives of the American Government in China. Secretary Knox having notified the consuls officially of the coming of the party and requesting them to show every attention to members.

A feature prepared by the visiting representatives which they think will be appreciated in China, is a series of booklets descriptive of the various sections which the travellers respectively represent. These booklets are, so far as illustrated, and are printed with both English and Chinese text and will be distributed freely wherever visits are made.

PERSONNEL OF THE PARTY.

The leader of the party is Mr. Willis H. Booth, President of the Associated Chambers of Commerce of the Pacific Coast. His companions are: Mr. William Lewis Gerstle, Vice-President of the Associated Chambers and Mr. C. F. Feltner Moore, second Vice-President. From Seattle come Mr. Wilam Piggott, iron and steel manufacturer; Mr. Jacob Furb, President of the Seattle Electric Railway Co., a leading banker; and Mr. E. F. Blaine, a lawyer who is also interested in many commercial undertakings. From Tacoma come Mr. L. R. Manning, an investment broker dealing in real estate, stocks and bonds; Mr. W. F. Dickson, a Company Commissioner and retired merchant; and Mr. Charles H. Hyde, wholesaler in groceries. From San Francisco, in addition to Mr. Gerstle come Mr. R. M. Hotelling, a capitalist, and Captain Robert J. Oller, the Nestor of the party, in whom thanks are mainly due for the organization of the trip. Captain Oller was with the party that went to Japan a couple of years ago and the present is his eleventh trip to the Orient. From Los Angeles comes in addition to Mr. Booth, Mr. S. S. Moulton, a banker and fruit grower, Vice-President of the Citrus Fruit Association; and Mr. E. P. Rosbyshell, a wholesale dealer in agricultural implements. From San Diego comes Mr. George Burnham, President of the San Francisco Chamber of Commerce, a dealer in real estate, and Mr. W. F. Knight, capitalist. Oakland sends Mr. W. H. Welby, railroad contractor, and Mr. Eugene A. Young, packer. From Spokane come Mr. S. R. Stern, a lawyer; Mr. John H. Shaw, publisher, and Mr. C. Herbert Moore, The Official Secretary of the party. Mr. Charles V. Bennett, who is assisted by Mr. O. H. Tribb, a San Francisco newspaper man; another prominent member of the party is Mr. Charles K. Field, assistant Editor of the *Sunset* magazine. The party has organized itself during the trip into divisions for the study of various subjects, and a report of what is studied is to be written and printed after the return of the party.

Mr. Booth, it should be mentioned, is a manufacturer of electric machinery and a banker; Mr. Gerstle is President of the Alaska Commercial Company and is also interested in the Pacific Coast trade, and Mr. Moore is an ex-Mayor of Spokane, having served two terms in that office.

TRIP TO CANTON.

The American business delegates left for Canton by the s.s. *On Lee* in the forenoon today, Mr. G. S. Anderson, U.S. Consul-General in Hongkong, seeing the party off. The steamer was kindly placed at the disposal of the visitors by the Tei Yip Ho Pong who are defraying the cost of transportation of the party on the excursion to Canton and Hongkong. The *On Lee* was gallily dressed with the Stars and Stripes floating in the breeze from the fore. The party will be back on Tuesday.

We understand that a section of the Chinese doing business men in Hongkong is planning a reception for the American delegates, but so far nothing has been definitely settled yet.

A QUESTION OF ADJOURNMENT.

ESTATE IN THE HANDS OF JUDICIALS.

Before Mr. Justice Hazlewood, Acting Puisne Judge, in the Summary Court this morning, the Wing Shing firm was sued by seven Chinese for sums aggregating to \$560. Mr. Harris on behalf of the defendant firm asked for an adjournment.

Mr. Bulmer Johnson, who appeared for the plaintiffs in all the actions, said that it was a serious matter for his clients, as the estate was in the hands of judicials, and the stuff was to be sold on Monday. An adjournment would mean a tremendous delay. Your Lordship can fix whatever date you like. My friend will not be prejudiced in any way.

His Lordship—It appears to me to be a pressing case. I fix the case for 11 a.m. on Saturday.

SPORTING FIXTURES.

TO-MORROW'S EVENTS.

The following are the fixtures for to-morrow—HONGKONG CRICKET CLUB.

The match to-morrow will be Hills v. Flats. Be. ins at 1.30 p.m. Teams: "Hills"—F. B. Hitchcock, G. E. Aubrey, H. Hancock, A. C. E. Elborough, R. Hancock, H. Phelps, S. W. Payne, R. P. Wedd, P. Jacks, G. H. Hastings, H. D. Stacpole, A. O. Leth, M. R. Harris, J. M. Atkinson and R. F. Long. "Flats"—W. O. D. Turner, R. E. O. Bird, T. E. Pearce, H. R. Makin, H. G. Bignall, A. A. Claxton, A. P. Darwood, A. C. Fowler, H. D. Sharpe, A. R. Sutherland, B. F. Chipman, and R. Pestonjee.

WATSON V. NAVY YARD. Watson Cricket Club places the Navy Yard in a friendly game to-morrow on the Naval Ground. Watson C.C. will be represented by J. Spittles, G. Harper, R. Phillips, N. Crocker, J. A. Farrel, H. Rapp, H. S. Spurge, W. Mustell, C. Johnston, C. J. Higginbotham and E. W. Dawson.

LEAGUE CRICKET.

POLICE V. REMNANTS.

The Police meet the "Remnants" to-morrow in their first league match. The game will be decided on the Police ground at 2.15 p.m. Police representatives will be T. H. King, G. A. Woodcock, D. Kelly, A. O. Langley, J. Kerr, W. Pitt, J. Ogg, M. MacLennan, W. Hoggan, A. Tru and W. W. Cooper.

FOOTBALL LEAGUE.

FIRST DIVISION.

Kowloon Football Club v. Hongkong Football to-morrow on the Kowloon Ground at 4.30 p.m. Referee: Sgt. Edwards of the Buffs. Buffs v. Naval Yard, on the Military Ground, at 4.30 p.m. Referee: Gunner Marsh.

The teams are: K.F.C.—Hay, Bradbury, Storr, Foulkes, Hall, C. Wilkie, Hedley, Morris, Brown, P. Wilkie and Stubbs. Buffs: Fitzpatrick, Collypy, Barlett, Cooper, Wren, Tappett, Williams, Downs, Taylor, Ryan and Barker. H.F.C.C. Goggin, Hamilton, McCubbin, Weall, Barrow, Moik, Gregory, Youaker, Towndown, Go'denberg and Mead.

The following have been chosen to play for the Hongkong Football Club v. the United Services at Happy Valley to-morrow (and last) Kick-off 4.45 p.m.—Full Back: T. J. Robson; Three-quarters: H. G. Hegarty, J. McGregor, D. Evans, and A. N. Joseland; Halves: T. Cocker and E. L. Shaw; Forwards: G. D. McIlwraith, W. Ross, C. O. F. Cunningham, J. Bell-Irving, H. Bates, S. Jackson, A. G. Ravenhill and H. W. Lester.

MAJOR RONALD ROSS ON UNREST IN INDIA.

Major Ronald Ross, writing to the *Times*, takes an opportunity of the conclusion of the series of articles on Indian unrest, to point out that one of the principal causes of unrest is bad housing and insanitary surroundings. He reiterates the necessity for the construction of an efficient sanitary service and of closer attention to housing and town managing problems and allied questions.—*Crutcher*, September 24.

Major, most freely we admit That you do know a little bit

About mosquitoes The I. M. S. R. A. M. O. And Civil Doctors bend the knee To you, their Master;

Tropical Science takes its lead From theories by you decreed And dreads your velours;

Prescribe, and lo! malarial shivers, Evaporate these village stinks Which bode disaster;

O! fleas and fever, rats and mice, We seek your highly trained advice— And e'en apply it;

But that you're qualified to prelate To Viceroy and to Sec. of State;

In fact, to drill us, And tell us how to run this show, Why such is such and so is so,

We'll listen to you on "unrest" When you, by scientific test,

Spot its bacillus In such researches, Major Ross, You are the undisputed boss;

All men avow it; Till then, though, Cobbler, to thy last! Nor vex thyself with creed and caste— For God's sake stow it!

H. L. P.

September 27.

Let Kwa Sang and another were sued in the Summary Court this morning in three separate actions for \$1,000, \$500 and \$1,000 respectively. The amounts were admitted and judgment was given for the plaintiffs with costs.

COMMERCIAL.

21st October, 1 p.m.

The following quotations for rubber sheets by wire, are supplied by Messrs. E. S. Kadono & Co.:

Allagars	5/5
Anglo-Javas	7/11
Anglo-Malays	24/6
Batigawales	5/11
Batu Tigas	92/6
Bentams	7/1
Bakri Kajangs (pp.)	46/1
Caroy Uniteds	10/3 prem.
Castelfields	117/6
Changkat Serdangs	58
Cheras (part paid)	58 prem.
Do. (fully paid)	58
Damanaras	15/5
Eastern Internationals	11/9 prem.
Glencelys	52
Highlands and Lowlands	105/6 ex div.
Indragiris	51/5
Kamunings	5/6 prem.
Kuala Lumpurs	17/1
Landrons (fully paid)	7/1
Landrons (ppd.)	7/1
Ledburys	70/1
Lloggs	45/1
London Asiatics	13/1
London Ventures	6/1
Mellmans	6/1
Pajams	5/11
Pegohs	53/1
Rubber Trusts	21/3 prem.
Saggs	27/1
Sandycrofts	32/9
Sapongs	74/1
Seafields	130/1
Shelfords	72/6
Singapore & Johore	51/1
Sumatra Paras	10/1
Sungei Obhohs	92/6
Sungei Kapms	15/1
Tangkabs	32/6
Tongralls	14/1 prem.
United Serdangs	102/6
United Singapore	51/6
United Sumatras	8/1
United Langkats	80/1
Duffs	14/1
Trochaks	31/9
Para Rubber	6/5 per lb.

SEPTUAGINT RUBBER RETURNS.

INDRAGIRI—705 lbs. ST. HELENA—105 lbs; Total seven months 731 lbs.

PAJAM—3,500 lbs. MANDALAY—470 lbs; August 234 lbs.

NEW SINGAPORE—6 lbs; Total four months 230 lbs.

RUBBER SHARE MARKET.

Hongkong, 21st October.

The prevailing inertia in the early part of the week in the Rubber share Market found relief when, on Thursday, cable advices reported a rise of five pence (to 5s. 5d.) per lb. for Fine Hard Para-Rubber in the London market. Coincident with the advance in the price of the raw material there set in an inquiry for shares in behalf of Home constituents. Prices offered, while showing some slight advances in quotations, then falling, failed to attract sellers. Singapore, in sympathy with London, also showed an improved trend of values and stocks, which have remained dormant for quite a long period, once again arose from their quiescent state. A few low-priced scrips changed hands at improved prices, principally for buyers from the South. The close deals prices again lower all round, and the inquiries appear yesterday have again subsided. Fine Hard Para Rubber is quoted to-day at 6s. 3d. per lb.

Anglo-Malays after rising to 25/- are now easier and can be obtained at 24/-.

Allagars have changed hands at 5/5 and 5/1, but at the close are easier and obtainable at 5/-.

Eastern Internationals improved to 11/- prem., during the early part of the week, and sales at 13/- and 13/5 are reported. At the close they can probably be had at 12/3 prem.

Linggis close at the price quoted last week, viz. 45/- with slight fluctuations during the interval.

London Ventures are reported sold at 5/9 with further sellers at 6/-.

Meritams strengthened to 6/6 during the early part of the week, but now come weaker at 6/-.

A small sale was effected at 1/9. Ledburys have weakened and can be secured at 70/-.

London Asiatics are on offer at 13/- ex div. without inducing buyers at the price.

Tangkabs are unchanged and without business to report.

United Serdangs are weaker and can probably be had at 101/6.

United Sumatras continue on offer at the reduced rate of 8/-.

Sumatra Paras, after sales at 12/- during the early part of the week, closer easier and on offer at 11/-.

Bentams can probably be placed at 7/-.

Castelfields have declined to 115/-.

Highlands and Lowlands are slightly easier at 105/6.

Kuala Lumpurs were quoted at 170/- during the early part of the week, but at the close have sellers at 16/-.

Kamunings have been sold at 5/- prem.

Batu Tigas have declined to 92/6.

Balgawales are on offer at 5/11, without inducing buyers.

Changkat Serdangs were placed at \$10, and more are obtainable at the rate.

Ayer Paras have sellers at \$4, but buyers only offer \$5.

Pajams have been taken off the market at 510/-.

Glencelys have changed hands at \$1.70 and \$1.75.

Indragiris are unchanged and without business to report.

Pegohs are quoted at \$30.

Sandycrofts have not fluctuated and remain unchanged at \$11.

Singapore and Johore have eased down to \$12, at which price they are in demand.

United Singapore are weaker and on offer at \$14.

Pantais are unchanged.

Alor Gajahs are inquired for at \$14 in Singapore.

New Serdangs continue in favour and wanted at \$14.

Troph (in mines) have declined to 31/6 at which price they are on offer.

Shell Transports were quoted at 85/- during the early part of the week, but a reaction has since taken place, and they are on offer at 79/-.

Exchange. The Banks closing T. T. quotations are as follows:—

On London 10 11/16

On Shanghai 73 3/4

On Singapore 80 1/2

ELLIS & ELLIS.

CHINA'S NEW WOMEN.

A leading educationalist, Miss Lucilla Miner of Peking, has given a very full and well-informed account of Schools started by the Chinese for their own women. She says all honour to Viceroy Tuan Fung, who will be written down in history as the pioneer in advancing the education of women. By his representations to the Empress Dowager before going abroad, by his study of institutions for the education of girls in many lands, especially in America, by his report to the Throne since his return and most of all by the practical, earnest way in which he has set about organizing schools in the provinces under his control, he has started a movement the results of which will be most momentous.

Viceroy Yung Shih Kai is also the patron of schools in Tientsin. In Peking and many other large cities of the Empire, officials and gentry are starting schools for girls. In Tientsin a Government school (Kao Meng Nu Hsueh T'ang) under the patronage of the Viceroy, had in 1905 eighty scholars who paid eight dollars a month for board and tuition. There were three Chinese teachers and two English, and as in most of the schools of North China, physical drill and industrial work were taught by Japanese women. The studies are the Chinese language, literature and history, Western science, mathematics, and English.

The worship of Confucius is compulsory, though it is said to be possible for Christian students to absent themselves from the ceremony, and it is not required of teachers. The Viceroy has also started a normal school to train those who are already educated in Chinese books to become teachers. Those who receive first grade on entrance examinations are paid ten dollars a month besides receiving board and tuition, and pledge themselves to one and half years' teaching. The two lower grades receive five dollars and three dollars besides expenses. The Chinese lady who teaches arithmetic is paid sixty dollars a month for three hours' work a day. There is no worship of Confucius. All girls' schools in North China are closed on Sundays. In Peking Prince Su and his sisters have been the pioneers in starting schools for girls. The first was in his own palace, and was a private school, attended by the girls of the family with their friends and relatives. His third sister, Pao T'ai-tai, started the first school where rich and poor met together, and within the first year 1905 there were eighty in attendance. The school has now passed into other hands, and Pao T'ai-tai has started a new school in her own home. Prince Su's fifth sister, wife of the Mongol prince, Kula-chiu, has for two years had a most interesting school far away on the Mongol plains. For several months in 1905 the princess was assisted by a daughter of Hsin Chung Yang, a retired official of the first rank who had held the office of Literary Chancellor and other high offices. During the first year the Princess depended mainly upon the help of a Japanese lady, and the wonder is that with a teacher who could speak little of Chinese or Mongolian, so much was accomplished. Both the ladies of the nobility give hours daily to their routine of teaching. Many other ladies from official or literary families are teaching in girls' schools in Peking, receiving no remuneration for their services, meeting at first with opposition and ridicule from some quarters, but finding their work growing in popularity. Other girls' schools in Peking were started by gentlemen connected with the government schools and the ladies of their families. One school numbers about one hundred and thirty. Nearly all have at least one Japanese teacher. Women trained in mission schools are also employed chiefly to teach arithmetic and geography, their pay averaging about ten dollars a month for an hour's work a day. Doubtless more help would be sought from foreign ladies if they could afford to pay for it. Some of these schools are entirely free, or charge only for the noon meal where it is furnished. In December 1905 the Board of Education reported five girls' schools having 271 pupils, Mission and private schools not included.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBÓ AND STRAITS.

THE Company's Steamship

"KAWACHI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed, and placed at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 21st October, 1910.

THE OPIUM CONFERENCE.

Allahabad, 27th September.

In connection with a report emanating from Peking, a week or two ago, that the Opium Conference at the Hague had been postponed for a year, it appears from information received from a trustworthy and private source, that the Netherlands Government have notified the Powers interested in the question, that they are unable to make arrangements for the conference, at the Hague this year.

FOR CLARETS of the

FINEST QUALITY

there is only one place to buy at, and that is at

H. PRICE AND CO., LTD.

We represent the firm of Hanappier and

Co. of Bordeaux, one of the foremost Growers

of Fine Clarets in the World.

From Vin Ordinaire to the very best Wine

obtainable at the most reasonable price consistent with quality.

12 QUEEN'S ROAD CENTRAL,

HONGKONG.

Telephone No. 155.

Telex No. 2101 October, 1910.

Today's Advertisements.

MINISTERING CHILDREN'S LEAGUE.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR.

A BAZAAR AND FANCY FETE will be held in the VOLUNTEER PARADE GROUND (by kind permission of the Commandant and Officers, Hongkong Volunteers),

on SATURDAY, October 29th, from 2.30 to 6.30 p.m.

4 P.M. Children's Play.

Proceeds to be divided amongst various local charities for children, and the Hongkong Club in the M. C. L. Home at Otterclaw, Surrey.

If wet, the Bazaar will be held in the Volunteer Drill Hall.

NO CHITS TAKEN.

Hongkong, 21st October, 1910. [651]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NAMUR"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed, and placed at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 20th October, 1910. [4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBÓ AND STRAITS.

THE Company's Steamship

"KAWACHI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed, and placed at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 21st October, 1910. [5]

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FINEST QUALITY

there is only one place to buy at, and that is at

H. PRICE AND CO., LTD.

We represent the firm of Hanappier and

Co. of Bordeaux, one of the foremost Growers

of Fine Clarets in the World.

From Vin Ordinaire to the very best Wine

obtainable at the most reasonable price consistent with quality.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 21 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTEAGLE" WEDNESDAY, JAN. 12TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 1st Class, 1st Cabin, 2nd Cabin, 3rd Cabin, 4th Cabin, 5th Cabin, 6th Cabin, 7th Cabin, 8th Cabin, 9th Cabin, 10th Cabin, 11th Cabin, 12th Cabin, 13th Cabin, 14th Cabin, 15th Cabin, 16th Cabin, 17th Cabin, 18th Cabin, 19th Cabin, 20th Cabin, 21st Cabin, 22nd Cabin, 23rd Cabin, 24th Cabin, 25th Cabin, 26th Cabin, 27th Cabin, 28th Cabin, 29th Cabin, 30th Cabin, 31st Cabin, 32nd Cabin, 33rd Cabin, 34th Cabin, 35th Cabin, 36th Cabin, 37th Cabin, 38th Cabin, 39th Cabin, 40th Cabin, 41st Cabin, 42nd Cabin, 43rd Cabin, 44th Cabin, 45th Cabin, 46th Cabin, 47th Cabin, 48th Cabin, 49th Cabin, 50th Cabin, 51st Cabin, 52nd Cabin, 53rd Cabin, 54th Cabin, 55th Cabin, 56th Cabin, 57th Cabin, 58th Cabin, 59th Cabin, 60th Cabin, 61st Cabin, 62nd Cabin, 63rd Cabin, 64th Cabin, 65th Cabin, 66th Cabin, 67th Cabin, 68th Cabin, 69th Cabin, 70th Cabin, 71st Cabin, 72nd Cabin, 73rd Cabin, 74th Cabin, 75th Cabin, 76th Cabin, 77th Cabin, 78th Cabin, 79th Cabin, 80th Cabin, 81st Cabin, 82nd Cabin, 83rd Cabin, 84th Cabin, 85th Cabin, 86th Cabin, 87th Cabin, 88th Cabin, 89th Cabin, 90th Cabin, 91st Cabin, 92nd Cabin, 93rd Cabin, 94th Cabin, 95th Cabin, 96th Cabin, 97th Cabin, 98th Cabin, 99th Cabin, 100th Cabin.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 1st Class, 1st Cabin, 2nd Cabin, 3rd Cabin, 4th Cabin, 5th Cabin, 6th Cabin, 7th Cabin, 8th Cabin, 9th Cabin, 10th Cabin, 11th Cabin, 12th Cabin, 13th Cabin, 14th Cabin, 15th Cabin, 16th Cabin, 17th Cabin, 18th Cabin, 19th Cabin, 20th Cabin, 21st Cabin, 22nd Cabin, 23rd Cabin, 24th Cabin, 25th Cabin, 26th Cabin, 27th Cabin, 28th Cabin, 29th Cabin, 30th Cabin, 31st Cabin, 32nd Cabin, 33rd Cabin, 34th Cabin, 35th Cabin, 36th Cabin, 37th Cabin, 38th Cabin, 39th Cabin, 40th Cabin, 41st Cabin, 42nd Cabin, 43rd Cabin, 44th Cabin, 45th Cabin, 46th Cabin, 47th Cabin, 48th Cabin, 49th Cabin, 50th Cabin, 51st Cabin, 52nd Cabin, 53rd Cabin, 54th Cabin, 55th Cabin, 56th Cabin, 57th Cabin, 58th Cabin, 59th Cabin, 60th Cabin, 61st Cabin, 62nd Cabin, 63rd Cabin, 64th Cabin, 65th Cabin, 66th Cabin, 67th Cabin, 68th Cabin, 69th Cabin, 70th Cabin, 71st Cabin, 72nd Cabin, 73rd Cabin, 74th Cabin, 75th Cabin, 76th Cabin, 77th Cabin, 78th Cabin, 79th Cabin, 80th Cabin, 81st Cabin, 82nd Cabin, 83rd Cabin, 84th Cabin, 85th Cabin, 86th Cabin, 87th Cabin, 88th Cabin, 89th Cabin, 90th Cabin, 91st Cabin, 92nd Cabin, 93rd Cabin, 94th Cabin, 95th Cabin, 96th Cabin, 97th Cabin, 98th Cabin, 99th Cabin, 100th Cabin.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers.

Telephone No. 215. Hongkong, 20th October, 1910.

RETURN TOURS TO JAPAN (Occurring 14 Days).

The steamers "Katsura," "Manay," and "Mokuryu" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A day's qualified cargo is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Choshi, Tientsin and Newchuan.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Simpura, Tawao, Usukon, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers.

Telephone No. 215. Hongkong, 20th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS—SUBJECT TO ALTERATION.

HAIPHONG FOR SHANGHAI, CHINKIANG, TIENTSIN, MANILA, ILOILO & CEBU, SWATOW, CHEFOO & TIENTSIN, SHANGHAI.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANGU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SKEW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SKEW STEAMERS (Atsuta, Chonan, Linan, Chinan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.D.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80. return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 25. Hongkong, 21st October, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Dates.

For Freight or Passage, apply to SHEWAN TOMES & CO. General Managers.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leave
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WEDNESDAY, 2nd Nov., at Noon.
V. MOJI, KOBE AND YOKO-			
HAMA	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.
VICTORIA AND TACOMA			
V. MOJI, KOBE AND YOKO-			
HAMA			

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leave
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 23rd Oct., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, 2nd Class, 3rd Class.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th October, 1910.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS, STEAMERS, SAILING DATES, 1909.

MARSEILLES, LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Fraser, Tons 9000	WEDNESDAY, 26th Oct., at Daylight.
	TANGO MARU, Capt. A. Christensen, Tons 8000	WEDNESDAY, 9th Nov., at Daylight.
	KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 23rd Nov., at Daylight.

VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Hieda, Tons 7000	SATURDAY, 5th Nov., From KOBE.
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VICTORIA, B.C. & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 10000	TUESDAY, 8th Nov., at Noon.
Kobe, Yokkaichi and YOKOHAMA	AWAMARU, Capt. S. Ishiwa, Tons 7000	TUESDAY, 6th Dec., at Noon.

SYDNEY and MELBOURNE	NIKKO MARU, Capt. M. Vogt, Tons 6000	FRIDAY, 26th Oct., at Noon.
Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 25th Nov., at Noon.

BOMBAY via SINGAPORE & COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	WEDNESDAY, 16th October, P.M.
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SHANGHAI, MOJI & KOBE	COLOMB MARU, Capt. E. Combes, Tons 5000	WEDNESDAY, 16th October.
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 16th Oct., at Noon.
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Kobe and YOKOHAMA	AKI MARU, Capt. K. Hoshino, Tons 7000	THURSDAY, 17th Oct., at 3 P.M.
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YOKOHAMA	KAWACHI MARU, Capt. H. Peterson, Tons 7000	SUNDAY, 23rd October.
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Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON 1911. SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong
MISAKI MARU	9,000	15th Feb.
KITANO	9,000	1st March
IVO	9,000	15th "
HIRANO	9,000	29th "
TANGO	8,000	12th April
KAMO	9,000	26th "
AKI	7,000	10th May
MISHIMA	9,000	24th "

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong
AWA MARU	7,000	28th Feb.
INABA	7,000	28th March
TAMBA	7,000	25th April
AWA	7,000	23rd May

With option of rail between calling ports to Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to T. KURUMOTO, Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, OCEANIC, AFRICA, CAPE AND SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 29th October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Majestic", 10,853 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Majestic", due to London on 10th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendant.

Hongkong, 17th October, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" SATURDAY, 23rd Oct., 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 17th October, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "LOTHIAN" { To sail hence on or about 20th Oct.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 13th October, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On board
Aymara	4,363	J. Boyd	30th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamers passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 27th September 1910.

Consignees

FROM EUROPE.

THE H.A.L. Steamship

"SENEGAMBIA"

Captain Eckhorn, having arrived. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 19th October, 1910.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH," FROM MIDDLESBROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned, on or before the 15th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2.45 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th October, 1910.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of October, at 9.30 A.M.

All claims must reach us before the 27th of October, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & CO., General Agents.

Hongkong, 16th October, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns, for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendant.

Hongkong, 17th October, 1910.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th of October, at 9.30 A.M.

RUBBER ESTATE RETURNS.

	August	Sept.	Total
Allagar	3,850	2,970	6,820
Alor Pong	3,390	3,660	7,050
Alma	1,000	7,100	8,100
Anglo Malay	52,564	59,163	111,727
Ayer Kuning	995	380	1,375
Ayer Molek	1,810	8,900	10,710
Ayer Panas	1,000	7,000	8,000
Balgonia	8,000	7,551	15,551
Batak Rabi	1,200	1,100	2,300
Batang	3,400	4,155	7,555
Batu Caves	15,807	16,944	32,751
Batu Tiga	8,315	9,002	17,317
Bertan	12,000	73,543	85,543
Bikam	2,500	3,145	5,645
Bilah	1,729	1,075	2,804
Bukit Kajang	5,513	5,993	11,506
Bukit Kajah	35,993	17,413	53,406
Bukit Lintang	4,000	4,700	8,700
Bukit Timah	873	1,422	2,295
Bukit K. B.	501	993	1,494
Carey United	12,350	11,350	23,700
Castlefield	4,570	5,047	9,617
Changkat Serdang	3,861	23,447	27,308
Changkat Salak	4,500	2,357	6,857
Cheng	—	950	950
Cicely	—	78,166	78,166
Consolidated Malay	—	104,835	104,835
Caledonia	23,000	26,000	49,000
Chumor	—	1,474	1,474
Chersonese	2,400	2,185	4,585
Damasara	93,190	25,100	118,290
Edinburgh	6,500	48,750	55,250
Edmond (Selangor)	17,018	91,348	108,366
F.M.S. Rubber	35,100	34,145	69,245
Gedong	29,000	23,000	52,000
Giersey	2,001	2,131	4,132
Glenahiel	4,788	4,784	9,572
Golden Hope	10,073	9,280	19,353
Golconda	—	26,851	26,851
Gai Kalumpung	—	10,500	10,500
Hai Koa	190	710	900
Harpender	11,000	12,000	23,000
Haytor	618	—	618
Heawood	1,100	4,009	5,109
High & Lowland	39,847	43,173	83,020
Joch Keng	10,531	13,890	24,421
Jongli	861	3,596	4,457
Jimbah	100	100	200
Jogra	10,018	10,073	20,091
Jebong	20,170	21,880	42,050
Kapar Para	—	80,728	80,728
Kamuning	8,850	8,840	17,690
Kempay	3,950	4,099	8,049
Kepong	4,300	21,700	26,000
Klabang	232	488	720
Kota Tinggi	—	3,098	3,098
Kuala Klang	—	13,411	13,411
Kurau	3,001	5,141	8,142
Krian Rub. Est.	—	3,870	3,870
Kuala Lumpur	47,280	49,216	96,496
Labu	15,416	20,648	36,064
Landedon	33,106	31,097	64,203
Ledbury	10,033	10,613	20,646
Linggi	73,500	78,000	151,500
London Asiatic	17,018	18,678	35,696
Malaka Plant	331	331	662
Malacca Plant	27,000	33,000	60,000
Menton	2,250	2,778	5,028
New Serendah	605	1,700	2,305
New Singapore	60	160	220
North Hummock	—	13,610	13,610
Nova Scotia	15,500	17,500	33,000
Pajam	3,500	11,600	15,100
Pattaling	28,090	27,514	55,604
Pegoh	3,800	5,204	9,004
Pengkalan Durian	835	1,150	1,985
Perak Plant	12,500	8,546	21,046
Port Dickson	785	4,444	5,229
Radda	—	1,017	1,017
Rembia	—	5,170	5,170
Ribu Rubber	5,797	6,619	12,416
Rubana	15,500	20,000	35,500
Ruian	2,000	2,050	4,050
River Growers Assn.	3,950	3,957	7,907
St. Helen's	105	630	735
Sengai	7,700	6,415	14,115
Selaba	7,066	8,073	15,139
Sengai Choh	4,850	11,000	15,850
Sengai Kapar	—	11,500	11,500
Sandycroft	9,301	18,585	27,886
Seaford	18,671	114,409	133,080
Selangor	—	981,541	981,541
Sembawang	31,538	24,652	56,190
Sembawang	6,545	8,316	14,861
Shelford	11,000	11,700	22,700
Sipora & Johore	8,535	11,865	20,400
Singapore Para	3,000	5,775	8,775
Straits Rubber	78,500	116,800	195,300
Sungai Salak	3,700	17,829	21,529
Sungai Way	7,903	37,551	45,454
Sungai Yamut	—	1,679	1,679
Susop	—	879	879
Tambak	1,174	1,177	2,351
Tanjong Malim	1,300	900	2,200
Tekong	790	4,625	5,415
Tekong	15,300	8,500	23,800
Tekong	375	394	769
Tanjong	6,500	37,063	43,563
Ulu Pandan	446	9,435	9,881
United Singapore	—	10,548	10,548
United Sumatra	4,630	1,810	6,440
Vallambona	—	33,700	33,700

(All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Free Press.)

SHIP FLEET THE COAST.

Date	Ship	From	To
20th September	Siam, Golden, Hissaki	—	—
21st September	Alma, Doria, Doria, Doria	—	—
22nd September	Alma, Doria, Doria, Doria	—	—
23rd September	Alma, Doria, Doria, Doria	—	—
24th September	Alma, Doria, Doria, Doria	—	—
25th September	Alma, Doria, Doria, Doria	—	—
26th September	Alma, Doria, Doria, Doria	—	—
27th September	Alma, Doria, Doria, Doria	—	—
28th September	Alma, Doria, Doria, Doria	—	—
29th September	Alma, Doria, Doria, Doria	—	—
30th September	Alma, Doria, Doria, Doria	—	—
1st October	Alma, Doria, Doria, Doria	—	—
2nd October	Alma, Doria, Doria, Doria	—	—
3rd October	Alma, Doria, Doria, Doria	—	—
4th October	Alma, Doria, Doria, Doria	—	—
5th October	Alma, Doria, Doria, Doria	—	—
6th October	Alma, Doria, Doria, Doria	—	—
7th October	Alma, Doria, Doria, Doria	—	—
8th October	Alma, Doria, Doria, Doria	—	—
9th October	Alma, Doria, Doria, Doria	—	—
10th October	Alma, Doria, Doria, Doria	—	—
11th October	Alma, Doria, Doria, Doria	—	—
12th October	Alma, Doria, Doria, Doria	—	—
13th October	Alma, Doria, Doria, Doria	—	—
14th October	Alma, Doria, Doria, Doria	—	—
15th October	Alma, Doria, Doria, Doria	—	—
16th October	Alma, Doria, Doria, Doria	—	—
17th October	Alma, Doria, Doria, Doria	—	—
18th October	Alma, Doria, Doria, Doria	—	—
19th October	Alma, Doria, Doria, Doria	—	—
20th October	Alma, Doria, Doria, Doria	—	—
21st October	Alma, Doria, Doria, Doria	—	—
22nd October	Alma, Doria, Doria, Doria	—	—
23rd October	Alma, Doria, Doria, Doria	—	—
24th October	Alma, Doria, Doria, Doria	—	—
25th October	Alma, Doria, Doria, Doria	—	—
26th October	Alma, Doria, Doria, Doria	—	—
27th October	Alma, Doria, Doria, Doria	—	—
28th October	Alma, Doria, Doria, Doria	—	—
29th October	Alma, Doria, Doria, Doria	—	—
30th October	Alma, Doria, Doria, Doria	—	—
1st November	Alma, Doria, Doria, Doria	—	—
2nd November	Alma, Doria, Doria, Doria	—	—
3rd November	Alma, Doria, Doria, Doria	—	—
4th November	Alma, Doria, Doria, Doria	—	—
5th November	Alma, Doria, Doria, Doria	—	—
6th November	Alma, Doria, Doria, Doria	—	—
7th November	Alma, Doria, Doria, Doria	—	—
8th November	Alma, Doria, Doria, Doria	—	—
9th November	Alma, Doria, Doria, Doria	—	—
10th November	Alma, Doria, Doria, Doria	—	—
11th November	Alma, Doria, Doria, Doria	—	—
12th November	Alma, Doria, Doria, Doria	—	—
13th November	Alma, Doria, Doria, Doria	—	—
14th November	Alma, Doria, Doria, Doria	—	—
15th November	Alma, Doria, Doria, Doria	—	—
16th November	Alma, Doria, Doria, Doria	—	—
17th November	Alma, Doria, Doria, Doria	—	—
18th November	Alma, Doria, Doria, Doria	—	—
19th November	Alma, Doria, Doria, Doria	—	—
20th November	Alma, Doria, Doria, Doria	—	—
21st November	Alma, Doria, Doria, Doria	—	—
22nd November	Alma, Doria, Doria, Doria	—	—
23rd November	Alma, Doria, Doria, Doria	—	—
24th November	Alma, Doria, Doria, Doria	—	—
25th November	Alma, Doria, Doria, Doria	—	—
26th November	Alma, Doria, Doria, Doria	—	—
27th November	Alma, Doria, Doria, Doria	—	—
28th November	Alma, Doria, Doria, Doria	—	—
29th November	Alma, Doria, Doria, Doria	—	—
30th November	Alma, Doria, Doria, Doria	—	—
1st December	Alma, Doria, Doria, Doria	—	—
2nd December	Alma, Doria, Doria, Doria	—	—
3rd December	Alma, Doria, Doria, Doria	—	—
4th December	Alma, Doria, Doria, Doria	—	—
5th December	Alma, Doria, Doria, Doria	—	—
6th December	Alma, Doria, Doria, Doria	—	—
7th December	Alma, Doria, Doria, Doria	—	—
8th December	Alma, Doria, Doria, Doria	—	—
9th December	Alma, Doria, Doria, Doria	—	—
10th December	Alma, Doria, Doria, Doria	—	—
11th December	Alma, Doria, Doria, Doria	—	—
12th December	Alma, Doria, Doria, Doria	—	—
13th December	Alma, Doria, Doria, Doria	—	—
14th December	Alma, Doria, Doria, Doria	—	—
15th December	Alma, Doria, Doria, Doria	—	—
16th December	Alma, Doria, Doria, Doria	—	—
17th December	Alma, Doria, Doria, Doria	—	—
18th December	Alma, Doria, Doria, Doria	—	—
19th December	Alma, Doria, Doria, Doria	—	—
20th December	Alma, Doria, Doria, Doria	—	—
21st December	Alma, Doria, Doria, Doria	—	—
22nd December	Alma, Doria, Doria, Doria	—	—
23rd December	Alma, Doria, Doria, Doria	—	—
24th December	Alma, Doria, Doria, Doria	—	—
25th December	Alma, Doria, Doria, Doria	—	—
26th December	Alma, Doria, Doria, Doria	—	—
27th December	Alma, Doria, Doria, Doria	—	—
28th December	Alma, Doria, Doria, Doria	—	—
29th December	Alma, Doria, Doria, Doria	—	—
30th December	Alma, Doria, Doria, Doria	—	—

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London—Bank T.T.	110 1/2
Do. demand	110 1/2
Do. 4 months sight	110 1/2
France—Bank T.T.	239
America—Bank T.T.	46
Germany—Bank T.T.	79 1/2
India T.T.	140 1/2
Do. demand	140 1/2
Shanghai—Bank T.T.	77 1/2
Singapore—Bank T.T. per H.K. \$100	91 1/2
Spain—Bank T.T.	20 1/2
Java—Bank T.T.	113 1/2
Buying.	
1 months sight L/C	110 1/2
1 months sight L/C	110 1/2
10 days sight San Francisco & New York	110 1/2
1 months sight do.	110 1/2
10 days sight Sydney & Melbourne	110 1/2
4 months sight France	239 1/2
5 months sight do.	239 1/2
4 months sight Germany	79 1/2
Bar Silver	5 1/2
Bank of England rate	25 1/2
Consolidated Malay	104 1/2
Caledonia	23 1/2
Chumor	1 1/2
Chersonese	2 1/2
Damasara	93 1/2
Edinburgh	6 1/2
Edmond (Selangor)	17 1/2
F.M.S. Rubber	35 1/2
Gedong	29 1/2
Giersey	2 1/2
Glenahiel	4 1/2
Golden Hope	10 1/2
Golconda	26 1/2
Gai Kalumpung	10 1/2
Hai Koa	1 1/2
Harpender	11 1/2
Haytor	6 1/2
Heawood	1 1/2
High & Lowland	39 1/2
Joch Keng	10 1/2
Jongli	8 1/2
Jimbah	1 1/2
Jogra	10 1/2
Jebong	20 1/2
Kapar Para	80 1/2
Kamuning	8 1/2
Kempay	3 1/2
Kepong	4 1/2
Klabang	2 1/2
Kota Tinggi	3 1/2
Kuala Klang	13 1/2
Kurau	3 1/2
Krian Rub. Est.	3 1/2
Kuala Lumpur	47 1/2
Labu	15 1/2
Landedon	33 1/2
Ledbury	10 1/2
Linggi	73 1/2
London Asiatic	17 1/2
Malaka Plant	331
Malacca Plant	27 1/2
Menton	2 1/2
New Serendah	605
New Singapore	60
North Hummock	—
Nova Scotia	15 1/2
Pajam	3 1/2
Pattaling	28 1/2
Pegoh	3 1/2
Pengkalan Durian	835
Perak Plant	12 1/2
Port Dickson	785
Radda	—
Rembia	—
Ribu Rubber	5 1/2
Rubana	15 1/2
Ruian	2 1/2
River Growers Assn.	3 1/2
St. Helen's	105
Sengai	7 1/2
Selaba	7 1/2
Sengai Choh	4 1/2
Sengai Kapar	—
Sandycroft	9 1/2
Seaford	18 1/2
Selangor	—
Sembawang	31 1/2
Sembawang	6 1/2
Shelford	11 1/2
Sipora & Johore	8 1/2
Singapore Para	3 1/2
Straits Rubber	78 1/2
Sungai Salak	3 1/2
Sungai Way	7 1/2
Sungai Yamut	—
Susop	—
Tambak	1 1/2
Tanjong Malim	1 1/2
Tekong	790
Tekong	15 1/2
Tekong	375
Tanjong	6 1/2
Ulu Pandan	446
United Singapore	—
United Sumatra	4 1/2
Vallambona	—

Shipping.

Shipping.	
Haplog, Br. s	

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE YIELD PER CENT.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,000,000 \$500,000 }	\$2,019 3/4	{ 2 1/2 for first half year ending 30.6.10 @ 5% 1/2% = \$12.45 }	5 1/2	{ \$905 sellers \$86 1/2 }
National Bank of China, Limited	99,925	27	26	{ \$4,000 \$1,000 \$3,000 }	\$30,552	\$2 (London 2/6) for 1909 .....	...	18 1/2 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,000,000 \$500,000 }	none	\$10 for 1908	5 1/2	\$175 ex div.
North China Insurance Company, Limited	10,000	25	25	{ Tia 231,777 Tia 388,644 Tia 157,308 }	Tia 205 1/2	Interim div. of 7/6 for 1909	5 1/2	Tia 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$500,000 \$500,000 }	\$257,084	{ Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$50 per share for 1909 .....	...	{ 84 1/2 sales \$195 }
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$500,000 \$500,000 }	\$77,637	{ \$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 1/2	\$195
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$80	{ \$1,000,000 \$500,000 \$500,000 }	\$438,406	\$6 add bonus \$2 for 1908	7 1/2	\$125 sales
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	{ \$1,000,000 \$500,000 \$500,000 }	\$426,218	\$27 for 1908	8 1/2	{ \$155 \$155 }
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$15	\$15	{ \$57,743 \$50,000 \$7,743 }	Dr. \$37.7	5 1/2 for 1908 .....	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$500,000 \$500,000 }	...	\$1 for year ending 30.6.1908 .....	...	\$22 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$500,000 \$500,000 \$500,000 }	\$20,704	Dividend of \$1 1/2 for 30.6.10	8 1/2	\$31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	25	25	{ \$138,100 \$138,100 \$138,100 }	27 537.84	{ 6 1/2 for 1909 on Preference shares only @ on 1/11/09-13. 154 .....	...	...
Do. Do. (Deferred)	60,000	25	25	{ \$138,100 \$138,100 \$138,100 }	...	{ Final div. of 2/6 per sh. (comp. 14) making 1 in all 4/6 per sh. for '09 & 23 int. div. of 12. per sh. on acc. for '10	5 1/2	\$57
"Shell" Transport and Trading Company, Limited	1,000,000	21	21	{ \$2,000,000 \$2,000,000 \$2,000,000 }	\$192,994	{ A dividend of 7 1/2 % for year ending 30.4. 1910 A bonus of 5 %	6 1/2	\$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$100,000 \$100,000 }	\$1,159	...	...	\$10
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$500,000 \$500,000 \$500,000 }	Dr. \$8,090	\$5 for half year ending 30.6. 1910	6 1/2	\$145 sellers
Lason Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$500,000 \$500,000 \$500,000 }	Dr. \$135,821	\$5 for 1897 .....	...	\$15
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	21	21	{ \$215,000 \$215,000 \$215,000 }	Dr. \$1,435	Interim of 1/6 for 1911 (coupon No. 14)	9 1/2	Tia 15 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ \$12,289 \$12,289 \$12,289 }	none	First year .....	...	Pa. 10
Raub-Australian Gold Mining Company, Limited	150,000	21	18 1/2	{ \$4 1/2 \$4 1/2 \$4 1/2 }	none	\$1 per share 13th dividend	5 1/2	\$7 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	{ \$5,000 \$5,000 \$5,000 }	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	\$30/-
Docks, Wharves & Godowns.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$85,275 \$85,275 \$85,275 }	Dr. \$8,460	\$1.75 for year ending 31.12.08 .....	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$550,000 \$550,000 }	\$264,847	\$2 1/2 for 1909	4 1/2	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$2,500,000 \$2,500,000 }	\$232,715	3 1/2 for half year ended 30.6. 1909 .....	...	\$49
Shanghai Dock and Engineering Co., Ltd.	Tia \$5,700	Tia 100	Tia 100	{ Tia 1,000,000 Tia 1,000,000 Tia 1,000,000 }	Tia 8,245	{ Final of Tia 3 1/2 making Tia 6 in all for year 30.4. 1910	8 1/2	Tia 72 1/2
Shanghai and Hongkew Wharf Company, Limited	16,000	Tia 100	Tia 100	{ Tia 607,537 Tia 500,000 Tia 107,537 }	Tia 9,222	Interim of Tia 3 for 1910	7 1/2	Tia 108 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-Szechuan Land Investment Co., Ltd.	25,000	Tia 100	Tia 100	{ Tia 25,000 Tia 25,000 Tia 25,000 }	Tia 4,314	Tia 6 for year ending 29.2.11	5 1/2	Tia 97 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$751,845 \$751,845 \$751,845 }	\$24,04	8 1/2 for 1909	8 1/2	\$24 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$600,000 \$600,000 }	\$1,277	{ \$3 on old shares. \$1 1/2 on new shares for half year ending 30.6.10	5 1/2	\$108 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$2,500,000 \$2,500,000 }	\$27,4	Interim of \$3 1/2 for 1910	7 1/2	\$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$3,471	45 cents for 1909	6 1/2	\$72 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 }	\$259	\$2 1/2 for 1909	8 1/2	\$32 sa. and b.
Shanghai Land Investment Company, Limited	78,000	Tia 50	Tia 50	{ Tia 3,900,000 Tia 3,900,000 Tia 3,900,000 }	Tia 61,969	Interim of Tia 3 for 1910	6 1/2	Tia 121 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$625,000 \$625,000 }	\$1,951	Interim of \$1.80 for 1910	8 1/2	\$89
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tia 50	Tia 50	{ Tia 1,000,000 Tia 1,000,000 Tia 1,000,000 }	Tia 10,091	Tia 22 for year ending 31.10.09	8 1/2	Tia 103 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$8,551	50 cents for year ending 31.7.08 .....	...	\$5 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tia 75	Tia 75	{ Tia 750,000 Tia 750,000 Tia 750,000 }	4,873	Tia 7 1/2 for year ending 30.9.09	10 1/2	Tia 51 sales
Lion-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tia 100	Tia 100	{ Tia 800,000 Tia 800,000 Tia 800,000 }	Tia 4,819	Tia 6 for 1909	10 1/2	Tia 50 sales
Sey Chee Cotton Spinning Company, Limited	2,000	Tia 600	Tia 600	{ Tia 1,200,000 Tia 1,200,000 Tia 1,200,000 }	Tia 31,173	Tia 25 for 1909	17 1/2	Tia 120 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12 1/2	12 1/2	{ \$1,000 \$1,000 \$1,000 }	\$206	15 1/2 per share for 1909 .....	...	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000 }	Nil	60 cents for 1909	6 1/2	\$9
China Light and Power Company, Limited	50,000	\$5	\$5	{ \$250,000 \$250,000 \$250,000 }	\$50,242	60 cents for year ended 28.2.06 .....	...	\$1.20 sellers
China Light and Power Co., Ltd. (Special shares) ..	50,000	\$5	\$5	{ \$250,000 \$250,000 \$250,000 }	12,602	80 cents for 1909	10 1/2	\$2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$1,892	\$1.20 for year ending 31.7.09	6 1/2	\$17 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$300,000 \$300,000 }	\$1,892	Interim of 15 cents per share for 1910	10 1/2	\$4.50 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000 }	\$4,990	14 per cent, viz. \$1.40 for 1909	12 1/2	\$12 sellers
H. Price & Company, Limited	18,000	\$10	\$10	{ \$180,000 \$180,000 \$180,000 }	\$670	{ A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 1/2	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 }	\$11,798	Interim of \$2 per share for year end. 28.2.10	6 1/2	\$135
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000 \$125,000 }	\$2,176	{ Final of \$1 per share for 1910	6 1/2	\$10 sellers
Hongkong Ro-ma Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000 }	...	Interim dividend of Tia 1 1/2 15th March	9 1/2	Tia 1,000
Maaschappij tot Mijde, Bosch- en Landbouwerij op de Lantak, Limited	25,000	Ga. 100	Ga. 100	{ Tia 2,500,000 Tia 2,500,000 Tia 2,500,000 }	Tia 110,682	{ Tia 1 1/2 15th June & Tia 15.00 15th Sept.	5 1/2	\$11 sellers
Peak Tramway Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000 }	\$1,014	80 cents on fully paid shares and 8 cents on 1/4 paid shares for year ending 30.4.10	5 1/2	\$11 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	Pa. 14,640	None .....	...	\$8
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$750,000 \$750,000 }	...	None .....	...	...
Shanghai-Sumai Tobacco Company, Limited	30,000	Tia 20	Tia 20	{ Tia 600,000 Tia 600,000 Tia 600,000 }	Tia 5,350	No dividend this year	2 1/2	Tia 123 1/2
Societe des Pulpes et Papeteries du Tonkin	{ 13,300 Benefit shares 7,300 }	50 Babouy Monnaie	25 Currency	{ none none none }	none	First year .....	...	\$30 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	Dr. \$1,096	None	8 1/2	\$100 currency
Steam Laundry Company, Limited	20,000	\$25	\$25	{ \$500,000 \$500,000 \$500,000 }	\$27,86	10 1/2 for year ending 31st May 1910	8 1/2	\$24 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$1,096	60 cents for year ending 31.12.03	8 1/2	\$11 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$100,000 \$100,000 \$100,000 }	\$242	15 1/2 per ordinary sh. for year ended 31.5.10	5 1/2	\$118 sellers
Watkins Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$1,096	85 cents for 1909 .....	...	\$11 sellers
Watson (A.S.) & Co., Limited	20,000	\$10	\$10	{ \$200,000 \$200,000 \$200,000 }	\$2,096	5 1/2 for 1909 .....	...	\$11 buyers
William Powell, Limited	11,000	\$7	\$7	{ \$77,000 \$77,000 \$77,000 }	\$71	None .....	...	\$11 buyers

Hotel.

SKATING! SKATING!! SKATING!!!

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

Telephone No. 97.

Sessions 10 a.m. to 11 p.m.

Hours from 10 a.m. to 12 Noon and 2 p.m. to 4 p.m. are reserved for Ladies and Children only.

W. GALLAGHER.
Manager.

Hongkong, 17th October, 1910.

Intimations

THE
"REMINGTON"
TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact, that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and apparently new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON.
SIEMSEN & CO.

(Machinery Dept.)

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 2.45 p.m. ... Every 15 minutes
2.45 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 3.30 p.m. ... Every 10 minutes
3.30 p.m. to 3.45 p.m. ... Every 15 minutes
3.45 p.m. and 9 p.m., 6.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
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